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21. August 1957

MEMORANDUM FOR: Chief, Estimates Staff, ONE

ATTENTION:

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THROUGH: Chief, Economic Research

THROUGH: Chief, Industrial Division, ORR

FROM: Chief, Aircraft Branch, D/I

SUBJECT: Estimates of the Soviet Capability for Production of  
Bison and Bear Aircraft

1. Attached to this memorandum are estimates of the Soviet capability to produce Bison and Bear aircraft. Estimates were made using only the plants currently producing bomber and transport aircraft which are large enough to produce heavy bombers. The USAF estimates of the floorspace of these plants were used in the production estimates. In making the capability estimates, a 78 percent learning curve, the US industry average curve for bombers, was used together with man-hour per pound data experienced by the Boeing Airplane Company in the production of B-47 and B-52 aircraft. All estimates were based on the assumption that the Soviet airframe plants would work two equal 46-hour shifts per week.

2. The capability estimates were based on the assumption that Plants No. 1, Kuybyshev; No. 22, Kazan; No. 39, Irkutsk and No. 64, Voronezh, started production of heavy bombers on 1 July 1957. No evidence exists of any plants being engaged in or preparing for the production of Bison or Bear aircraft with the exception of Plant No. 23, Moscow, and No. 18, Kuybyshev. Plant No. 23 is believed to be producing three Bison per month. The production estimate for Plant No. 18 is two Bear per month.

3. Table 1 of the attachment gives the total number of Bison and Bear aircraft that could be produced by mid-1960 and by mid-1962 using different combinations of plants. The capability of various plants for the production by mid-1960 and mid-1962 of Bison aircraft is listed in Table 2 and of Bear aircraft in Table 3.

4. Table 4 shows the capability by month at Plant No. 23 for the production of Bison aircraft using four final assembly positions and assuming that acceleration started 1 July 1957.

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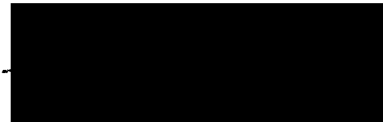
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[REDACTED] the final assembly building at Plant No. 23 indicate that no more than four final assembly positions are being used.

5. The capability by month at Plant No. 18 for the production of Bear aircraft is given in Table 5. The assumption was made that only two-thirds of the floor area would be devoted to Bear production. The remaining floor area would be used for production of the TU-114 transport and the overhaul of the Bull bomber.

6. Tables 6 through 10 gives the monthly capability of six plants to produce Bison aircraft. Tables 11 through 15 show the monthly capability of five plants to produce Bear aircraft. The entire floor area of each of the plants were used in making the estimates. Six final assembly positions were used for the estimate of Bison production at Plant No. 23. The final assembly building at Plant No. 23 cannot hold more than six Bison.

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